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1. Standards for road and highway construction follow. They were mostly gravel surfaced and were of 4.5, 6, and 8.5 millimeters in width. Some were surfaced with cobblestone and rolled gravel (split-rock). 50X1
the Tallinn-Parnu and Tallin-Narva highways were 50X1
resurfaced in part with asphalt, and the thickness of the various materials consisted of three to four inches of rolled split-stone or gravel on 8" of limestone rock and had a mixture of either 2" asphalt finish or 2" of split- stone sprayed with asphalt. The Tallinn road was a good concrete road — 6" of poured concrete on a good sand base. It was 8.5 meters in width.

2. Standard substructure for Class-I highways (1944 and earlier) was split limestone, natural gravel, and other split rocks. Class-I highways were classified such by structure rather than by use and were generally all-weather roads, which means they were wider, were kept in better condition, and were more in use. The surface was generally smoother — of rolled gravel. I do not believe that a Class I highway could have been a Class II highway in certain sections and possibly a Class III highway in short sections. Class II highways were usually narrower and less used, whereas Class III highways were usually closed during bad weather. The following roads could be called Class I, all-weather highways and were surfaced in gravel, cobblestone, and hand-sprayed asphalt: Tallinn-Narva, Parnu-Tallinn, and Tallinn-Haapsalu. The Pärnu-Paide was also a Class I all-weather road throughout its length but it was surfaced with concrete in certain sections. The Parnu-Voru-Petseri and the Parnu-Laatre-Torva were generally all-weather roads but they were mostly gravel surfaced (little cobblestones). If there is any new or reconstruction work now in progress in Estonia, it would certainly be on the Tallinn-Narva and Tallinn-Haapaalu highways. These, the most important at present, are the shortest distance to the Island bases of Saaremaa and Hiiumaa (Desu and Dago Islands).

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3. The two Estonian airfields of which I know a little were the Tallinn "Lasnamae" and a smaller field at Tartu. Runways on both were built of a lime-rock base covered with split limestone and sandstone, and then surfaced with rolled gravel. Runways at both of these fields were rebuilt by the Germans, but to what extent I cannot say. I also regret I cannot give more specific answers as to width of surfaced areas and thickness of surface materials.

4. Sewer pipes were mostly six inches and up and were of concrete. For drainage purposes terra cotta and clay pipes were used. Most sewer pipes were manufactured by concrete firms in Tallinn and in other cities of Estonia. Clay pipes were made at the brick factories of Aseri.

5. Sixteen kilometers from Tallinn in the vicinity of Maardu (maybe Maru) was a large superphosphate plant. It was assumed that production reached 400,000 tons and over of finished products a year. This factory was not completely finished; construction work, started in 1940 by the Estonian government, was stopped because of World War II.

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